Chapter 9:
Plan Implementation & Monitoring

The Metropolitan Transportation Plan is updated every four years, but the planning process is continuous. Key elements of this ongoing process are implementing the strategies and projects identified in the MTP and monitoring the progress in advancing the established goals. Implementation is primarily accomplished through state or local government action on the strategies and to advance projects through their respective Capital Improvements Programs and the MPO Transportation Improvement Program. MORPC program activities are accomplished through the development and execution of the annual Planning Work Program.

Monitoring of the progress in achieving the MTP goals is accomplished through the release of an annual report card, which tracks advancement toward the objectives and meeting the targets. The benchmarked data will provide a quantifiable way to measure the progress. This chapter summarizes the measurable objectives and quantifiable performance measures.

9.1 Performance Measures

The progress of advancing each of the six established goals will be measured by several objectives. Two to four objectives have been identified for each goal. Objectives were chosen to measure certain aspects of each goal that can be impacted through transportation or the transportation system, and are based on data availability and measurability. For each objective, the existing condition, or benchmark, is documented and used to establish a short– and long-term target (years 2020 and 2040). Also associated with each objective is the rationale for how the objective is measuring an aspect of the goal. The region's progress to-ward reaching these targets will be reported on annually. The objectives, bench-marks, and targets are shown in Table 9.1.

MORPC publishes an annual report card that identifies if the region is on track for reaching the established targets for each of the objectives. This is done by comparing current data to the benchmarks and targets, to assess if the region is moving in the right direction, and on track to meet the short– and long-term tar-gets.

Objectives and targets were also adopted as part of the 2012-2035 Metropolitan Transportation Plan, which precedes this plan. The progress made toward those targets was reported annually in the MTP Report Card. The 2013, 2014, and 2015 Report Cards are published on MORPC's website.

Upon adoption of the 2016-2040 MTP, the new objectives, benchmarks, and targets will be reported on in the annual report card in a similar manner.

> For each objective, the existing condition, or benchmark, is documented and used to establish a short– and long-term target.

TABLE 9.1

Objectives & Targets

Energy

OBJECTIVE: Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking

Rationale	Benchmark	2020 Target	2040 Target
Reducing single occupancy auto commutes and increasing commuters using alternative transportation modes will reduce per capita fuel and energy consumption.	**82%** of commuters drive alone **5%** of commuters ride transit, bicycle, or walk *2009-2013 American Community Survey*	**80%** of commuters drive alone **6%** of commuters ride transit, bicycle, or walk	**75%** of commuters drive alone **10%** of commuters ride transit, bicycle, or walk

OBJECTIVE: Reduce vehicle miles traveled (VMT) per capita

Rationale	Benchmark	2020 Target	2040 Target
Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.	**9,700** VMT per capita *2013 ODOT VMT on functionally classified Collectors and above, 2013 MORPC land use*	**9,200** VMT per capita (5% reduction)	**6,800** VMT per capita (30% reduction)

OBJECTIVE: Increase the percentage of vehicles using alternative fuels

Rationale	Benchmark	2020 Target	2040 Target
Increased use of alternative fuel vehicles is a direct measurement of alternative fuel usage.	**XX%** of registered vehicles use alternative fuels** *Data and methodology under development*	**XX%** of registered vehicles use alternative fuels**	**XX%** of registered vehicles use alternative fuels**

Economic Opportunity

OBJECTIVE: Increase the average number of jobs reachable within 20 minutes via automobile and within 40 minutes via transit

Rationale	Benchmark	2020 Target	2040 Target
Access to jobs within reasonable travel time is important for the vitality of a region's economy.	On average, **332,000** jobs reachable within 20 minutes via automobile On average, **32,000** jobs reachable within 40 minutes via transit *2014 Travel Demand Model*	On average, **350,000** (5% increase) jobs reachable within 20 minutes via automobile On average, **35,000** (10% increase) jobs reachable within 40 minutes via transit	On average, **365,000** (10% increase) jobs reachable within 20 minutes via automobile On average, **38,500** (20% increase) jobs reachable within 40 minutes via transit

OBJECTIVE: Minimize the percentage of total vehicle miles traveled under congested conditions

Rationale	Benchmark	2020 Target	2040 Target
Efficient mobility of people and freight is an important element of a vibrant economy.	Total vehicle miles traveled under congested conditions: Daily: **3.1%** Peak Periods **6.9%** *2014 Travel Demand Model on functionally classified Collectors and above*	Total vehicle miles traveled under congested conditions: Daily: **<5%** Peak Periods **<10%**	Total vehicle miles traveled under congested conditions: Daily: **<5%** Peak Periods **<10%**

OBJECTIVE: Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time

Rationale	Benchmark	2020 Target	2040 Target
Freight carriers, commuters and businesses need reliable and consistent travel times to ensure the on-time delivery of goods and most efficient use of their time.	AM Peak Region-wide Uncertainty Index: **1.31** PM Peak Region-wide Uncertainty Index: **1.35** *Calculated from Oct 2013-Sept 2014 INRIX data, arterials and above*	Region-wide Uncertainty Index: **1.3**	Region-wide Uncertainty Index: **1.25**

TABLE 9.1
Objectives & Targets (continued)

Natural Resources

OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant

Rationale	Benchmark	2020 Target	2040 Target
Clean air is an essential natural resource and is a key indicator of a healthy community.	Ozone Non-Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment

OBJECTIVE: Decrease the locations of freeway and expressway facilities that are at risk for flooding

Rationale	Benchmark	2020 Target	2040 Target
Flooding prohibits safe travel and is a result of vulnerabilities during extreme weather events.	**3** freeway/expressway locations at risk for flooding **2014 ODOT Communication*	**3** freeway/expressway locations at risk for flooding	**2** freeway/expressway locations at risk for flooding

Collaboration

OBJECTIVE: Increase the percentage of funding from non-public sources on transportation projects on functionally classified Principal Arterials and above

Rationale	Benchmark	2020 Target	2040 Target
Creative funding partnerships are a result of regional collaboration and seeking out innovative solutions.	**1%** of funding is from non-public sources on transportation projects** **projects completed 2010-2014*	**5%** of funding from non-public sources on transportation projects**	**20%** of funding from non-public sources on transportation projects**

OBJECTIVE: Increase the number of projects utilizing innovative initiatives on functionally classified Principal Arterials and above

Rationale	Benchmark	2020 Target	2040 Target
Encourage initiatives that advance innovation and partnership to deliver and build projects efficiently.	**1%** of projects utilized innovative initiatives** **projects completed with Every Day Counts initiatives utilized for projects 2010-2014*	**4%** of projects utilized innovative initiatives**	**8%** of projects utilized innovative initiatives**

OBJECTIVE: Increase the percentage of functionally classified Principal Arterials and above facilities employing coordinated Intelligent Transportation Systems (ITS) technologies

Rationale	Benchmark	2020 Target	2040 Target
ITS provides for maximization of capacity on existing facilities and real-time response to incidents and security issues.	**20%** of mileage utilizes coordinated ITS technologies	**30%** of mileage utilizes coordinated ITS technologies	**90%** of mileage utilizes coordinated ITS technologies

OBJECTIVE: Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance

Rationale	Benchmark	2020 Target	2040 Target
Surveillance capabilities allow for real-time response to incidents and security issues.	**79%** transit vehicles and facilities with surveillance capabilities **18%** of functionally classified Arterials and above are under video surveillance **2014 COTA, DATABus and ODOT Inventories*	**90%** transit vehicles and facilities with surveillance capabilities **25%** of functionally classified Arterials and above under video surveillance	**100%** transit vehicles and facilities with surveillance capabilities **90%** of functionally classified Arterials and above under video surveillance

TABLE 9.1
Objectives & Targets (continued)

Sustainable Neighborhoods

OBJECTIVE: Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements

Rationale	Benchmark	2020 Target	2040 Target
Complete streets allow for transportation choices, which enhance quality of life.	**14%** of MORPC member communities have adopted complete streets policies or policies that contain those elements	**45%** of MORPC member communities have adopted complete streets policies or policies that contain those elements	**100%** of MORPC member communities have adopted complete streets policies or policies that contain those elements

OBJECTIVE: Target infrastructure development to serve a higher number of people and jobs and increase sidewalk coverage of arterials and collectors

Rationale	Benchmark	2020 Target	2040 Target
Activity density along major facilities and pedestrian access among the activity provides a more livable environment.	**4.3** people + jobs per acre are within 3/4 mile of arterials **36%** of arterials and collectors have sidewalks** *2015 MORPC Land Use Data, Sidewalk Inventory	**5** people + jobs per acre are within 3/4 mile of arterials **40%** of arterials and collectors that have sidewalks**	**6** people + jobs per acre are within 3/4 mile of arterials **85%** of arterials and collectors have sidewalks

OBJECTIVE: Target transit and bikeway infrastructure development to serve a higher number or people

Rationale	Benchmark	2020 Target	2040 Target
Sustainable neighborhoods have access to multiple transportation modes.	**70%** of population live within 3/4 mile of a transit stop **71%** of population live within 3/4 mile of a bikeway *2015 MORPC Land Use Data	**72%** of population live within 3/4 mile of a transit stop **72%** of population live within 3/4 mile of a bikeway	**80%** of population live within 3/4 mile of a transit stop **80%** of population live within 3/4 mile of a bikeway

Health, Safety, & Welfare

OBJECTIVE: Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time

Rationale	Benchmark	2020 Target	2040 Target
The transportation system should equally serve all of the region's population.	Average trip travel time for disadvantaged populations is **5%** less than the regional average trip travel time *2014 Travel Demand Model	Average trip travel time for disadvantaged populations within **5%** of regional average trip travel time	Average trip travel time for disadvantaged populations within **5%** of regional average trip travel time

OBJECTIVE: Maintain infrastructure in a state of good repair by minimizing the percentage of bridges with poor General Appraisals, minimizing pavement miles in unacceptable conditions, maintaining transit fleet of a useful life, and incorporating bike facilities

Rationale	Benchmark	2020 Target	2040 Target
Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments.	**95%** of bridges with GA rating of 5 or better **5%** of pavement miles in unacceptable conditions **6%** of transit fleet older than useful life **580** miles of bikeways *2013 ODOT, 2014 COTA, DATABus, 2015 MORPC Inventories	**95%** of bridges with GA rating of 5 or better No more than **5%** of pavement miles in unacceptable conditions **0%** of transit fleet older than useful life **630** miles of bikeways	**98%** of bridges with GA rating of 5 or better No more than **5%** of pavement miles in unacceptable conditions **0%** of transit fleet older than useful life **830** miles of bikeways

OBJECTIVE: Reduce the number of fatalities and serious injuries from crashes

Rationale	Benchmark	2020 Target	2040 Target
Crash reduction is a direct measurement of safety.	**0.69** fatalities per 100 million VMT **6.4** serious injuries per 100 million VMT Number of fatalities: **96** Number of serious injuries: **896** Number of non-motorized fatal and serious injuries: **138** *average number of crashes occurring 2010-2014	**0.63** fatalities per 100 million VMT **5.83** serious injuries per 100 million VMT **10%** reduction in fatalities and serious injuries **10%** reduction in non-motorized fatalities and serious injuries	**0.42** fatalities per 100 million VMT **3.91** serious injuries per 100 million VMT **39%** reduction in fatalities and serious injuries **39%** reduction in non-motorized fatalities and serious injuries

9.2 Plan Implementation

This Metropolitan Transportation Plan identifies numerous strategies and projects for the purpose of advancing the established regional transportation goals. MORPC will work with the state and local governments and regional planning partners to execute the strategies identified.

Some of the strategies identify specific infrastructure projects. While it is estimated that these projects will be financially feasible by the year 2040, specific funding has not yet been allocated to most of the projects. When ODOT or local governments decide to secure and commit funding for the design and construction of a project, the project is then added to the Transportation Improvement Program (TIP). The TIP is a schedule of transportation infrastructure projects within MORPC's transportation planning area that have specific funding committed and are expected to have design or construction work begin within a four-year horizon. The TIP is updated every two years. For a project to be included in the TIP, it must first be included in the MTP.

MORPC adopted the TIP for State Fiscal Years (SFY) 2016-2019 on May 14, 2015. The TIP will be updated again in 2017 to include the schedule of projects for SFY 2018-2021.

Many local governments also maintain their own Capital Improvements Program (CIP), which identifies projects within the local jurisdiction with committed funding. MORPC incorporates the most significant projects into the TIP.

CONCLUSION
The 2016-2040 Metropolitan Transportation Plan was developed through a continuous, coordinated, and comprehensive planning process, which includes ongoing public and stakeholder outreach, as well as active performance monitoring and reporting. This plan provides the framework for achieving the transportation goals of the region and improving residents' quality of life through the collaboration of local and regional planning partners.

As part of the continuous planning cycle, the Columbus Area Metropolitan Transportation Plan will be updated again in 2020.